

# Steering Committee



## GP2020 Road Network Planning

County of San Diego  
Department of Planning and Land Use  
June 25, 2005

# ROAD NETWORK PLANNING



**July '04**

- Staff Presents Traffic Forecasts
- Board of Supervisors endorse Residential Baseline & Board Alternative

**June '05**

- Commercial/Industrial Use: Board of Supervisors endorse Draft Land Use & Board Alternative

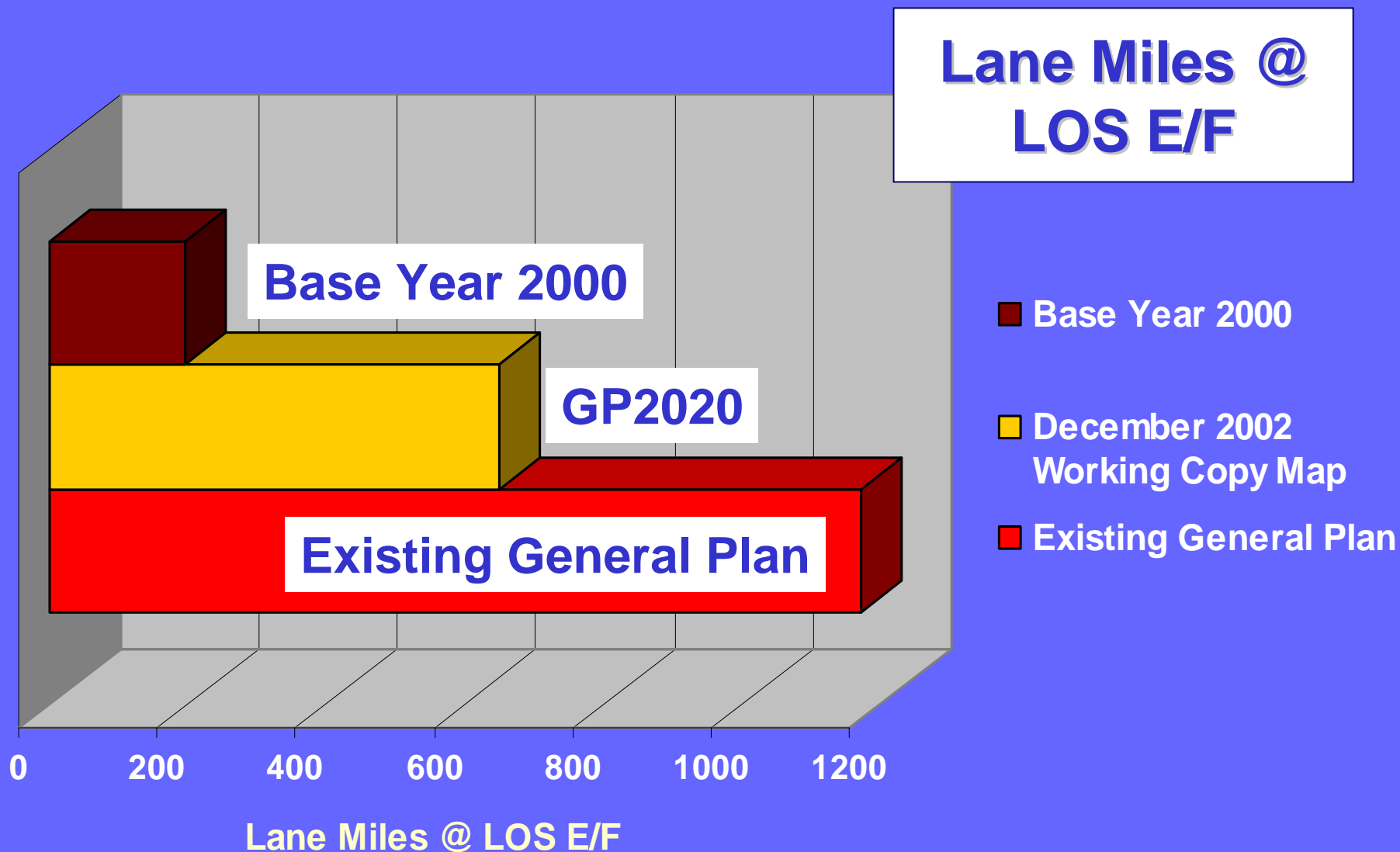
**May/July →**

- KICKOFF: Road Network Planning**
- Backcountry (May)
  - East & North County (July)

**On-Going**

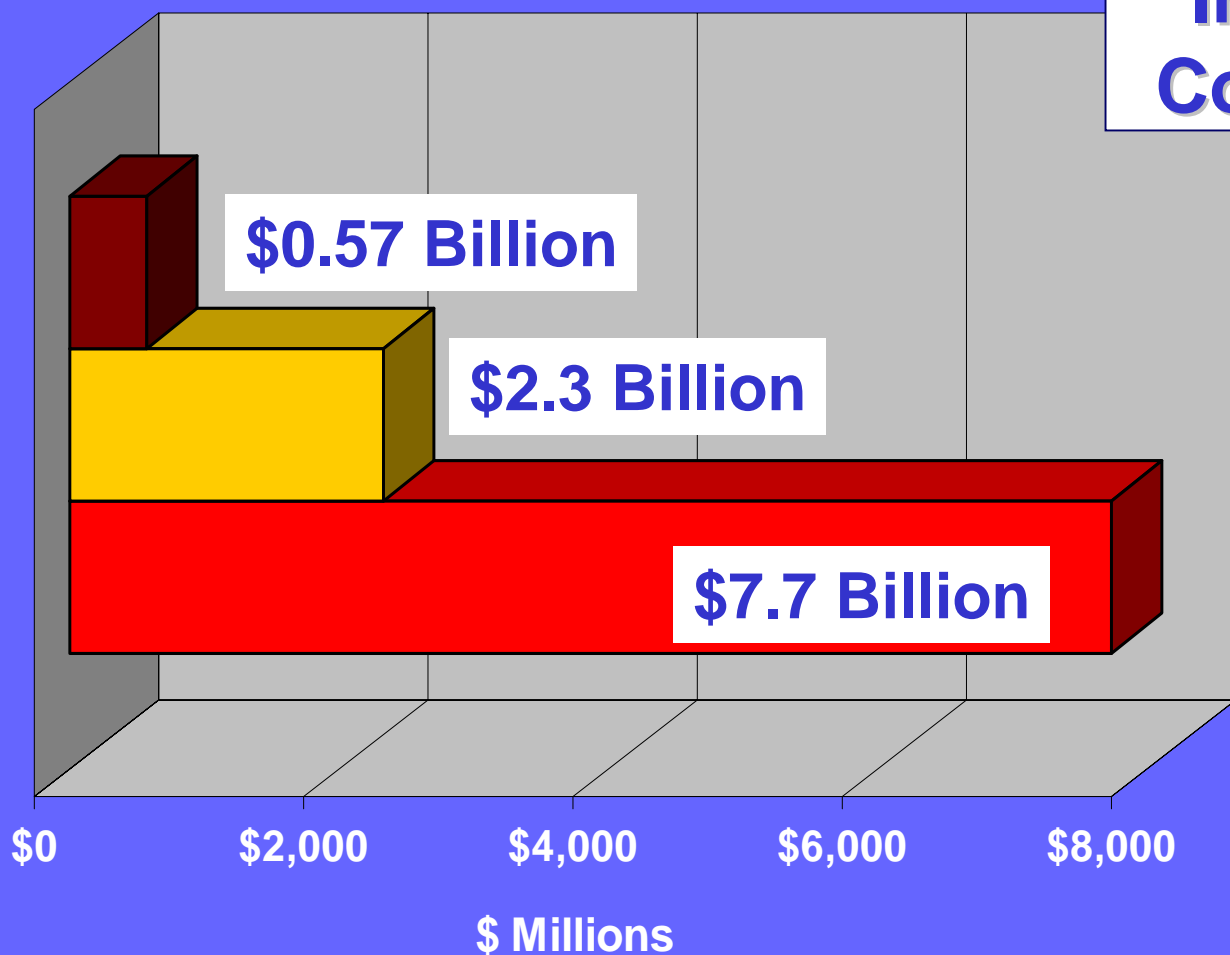
**Environmental Impact Report**

# MAY 2004 FORECASTS



# MAY 2004 FORECASTS

## Road Improvement Cost Estimates



- Base Year 2000
- Dec '02 Working Copy Map
- Existing General Plan

# ROAD NETWORK PLANNING



## TODAY'S AGENDA

### STAFF PRESENTATION

- Overview
- Community Review Process
- Community Issues
- Next Steps

### ROAD CLASSIFICATIONS

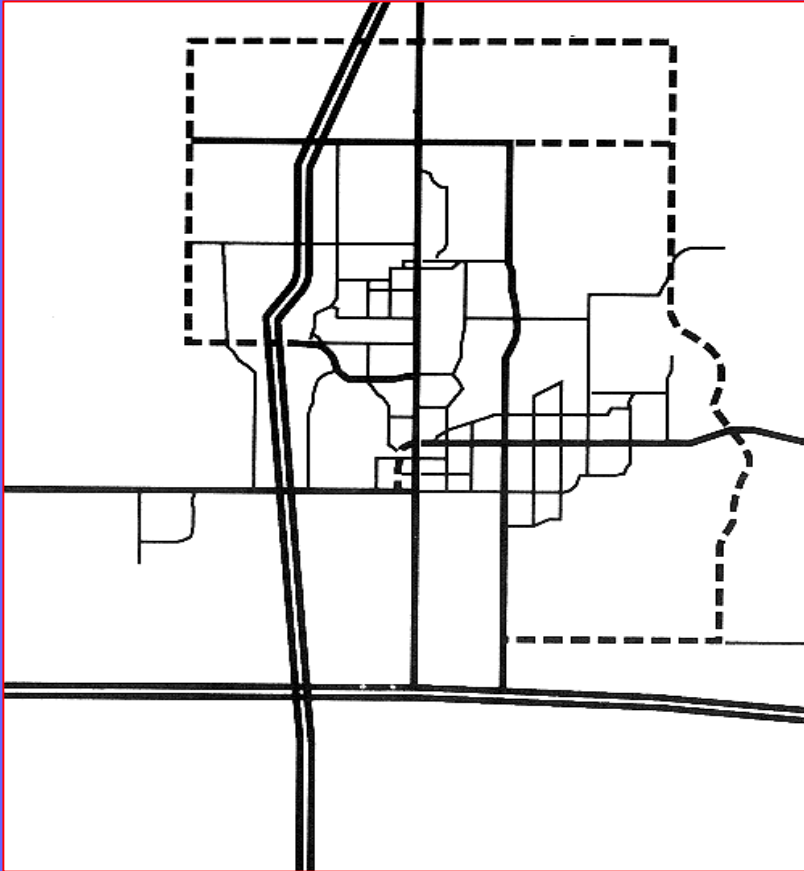


# ROAD NETWORK PLANNING

## OVERVIEW






# OVERVIEW



**State Requirement:**  
Balance Land Use  
and Circulation  
Plans

# CE ROAD NETWORK

<b>Circulation Element (Regional Roads)</b>	<ul style="list-style-type: none"><li>• Regional backbone of road system</li><li>• Provide for vehicular movement between communities</li></ul>	
<b>Non-Circulation Element (Local Roads)</b>	Feed traffic into the CE road system and provide access to residential and commercial areas	
<b>Private Roads</b>	Privately constructed and maintained roads providing access to private property	





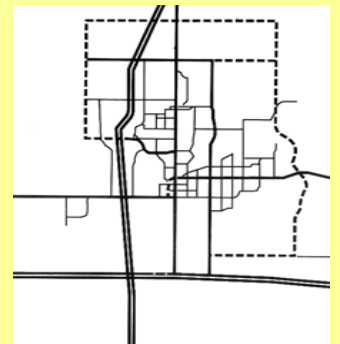
## ROAD CAPACITY

- **AFFECTS:**
  - Mobility
  - Time
  - Experience
- **SOLUTIONS:**
  - Revise road classification
  - Add new roads to the network

# PLANNING ISSUES

## CONNECTIVITY

**Create a connected network of roads that links together different communities, and that connects important areas within each community.**



# PLANNING ISSUES



## APPROPRIATE LOCATION

- **Select road classifications appropriate for the location (rural, semi-rural, village)**
- **Select road type appropriate for local topography, planned land use.**

# PLANNING ISSUES

## MULTI-MODAL



- **Improve pedestrian and/or bicycle network**
- **Review road classification**
- **Provide secondary egress in fire-prone areas**



# PLANNING ISSUES



## ENVIRONMENTAL IMPACTS

- **Widening a road, or building a new road, may create impacts that cannot be mitigated.**
- **Building roads in highly constrained areas is expensive.**

## MINIMIZE COSTS

# ROAD NETWORK PLANNING



## GP2020 Process

- Circulation Network (roads and related bicycle & trail networks)
- Circulation Element policies

## CIP Process

- Implements General Plan
- Programs road construction projects through process administered by DPW
- DPW update in progress

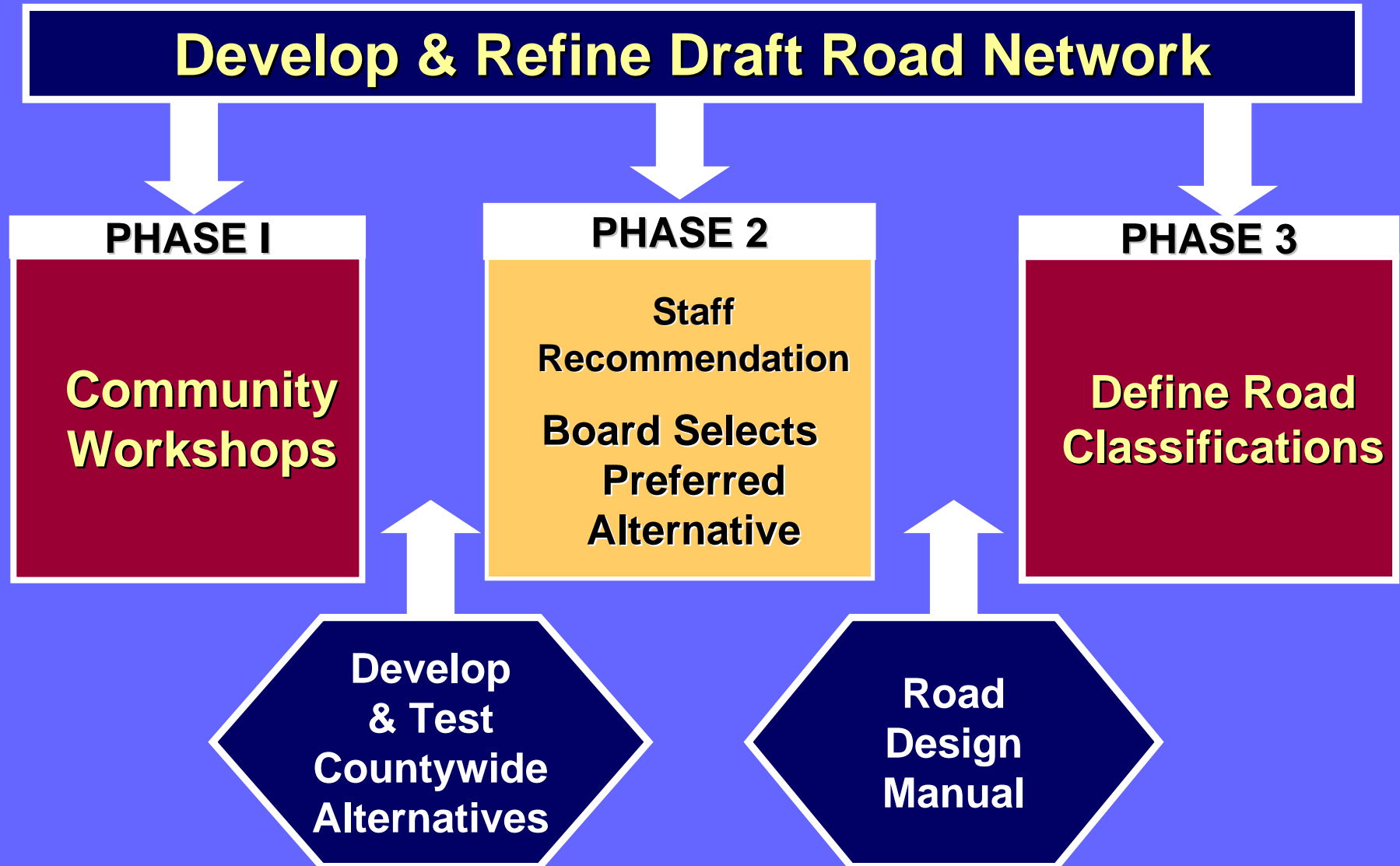


# ROAD NETWORK PLANNING

# COMMUNITY REVIEW PROCESS

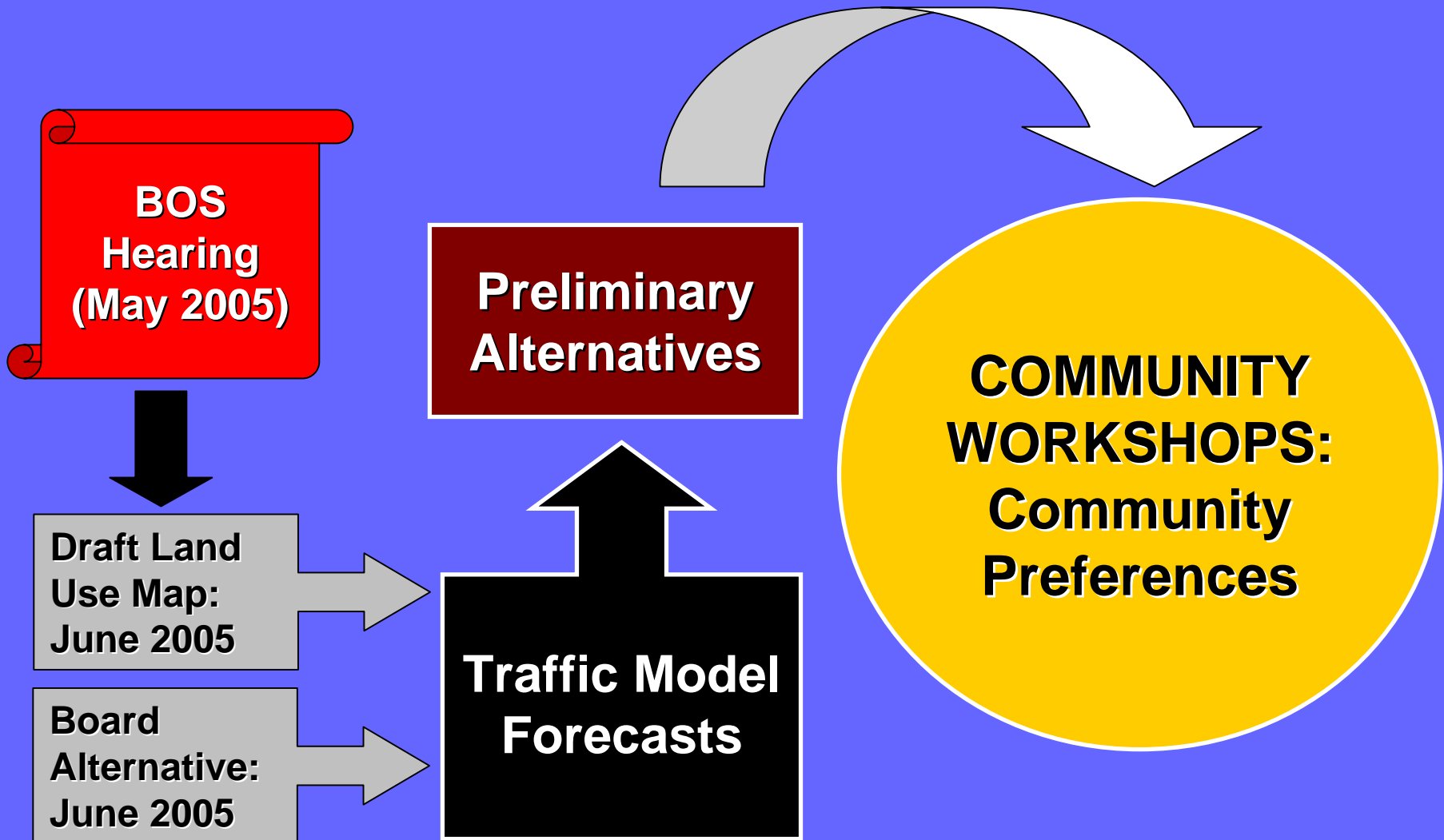


# COMMUNITY REVIEW PROCESS





# COMMUNITY REVIEW: PHASE 1



# COMMUNITY REVIEW: PHASE 1



## ***KICKOFF MEETINGS:***

- Traffic Model Results (LOS)
- Existing Road Networks
- Road Network “Toolbox”
- Mapping Criteria
- Mapping Options
- Community Preferences

## ***WORKSHOPS: Alternative Solutions***

# TRAFFIC MODEL RESULTS

## LEGEND

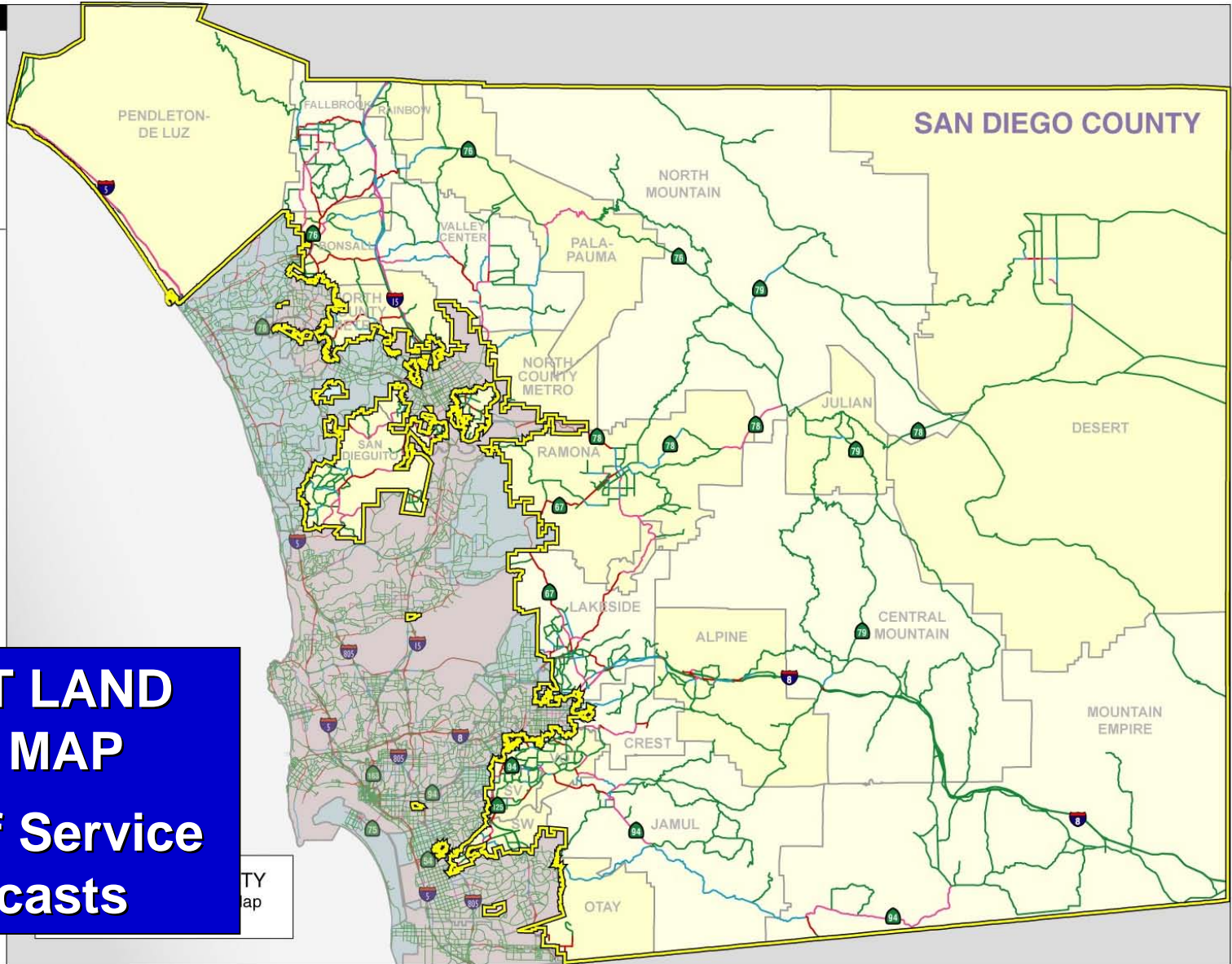
Level of Service

A - C

D

E

F



**DRAFT LAND  
USE MAP**  
**Level of Service  
Forecasts**

# TRAFFIC MODEL RESULTS

Level of Service	Description
<b>A B</b> 	<ul style="list-style-type: none"><li>• Free flow (or reasonably free flow) operations — vehicles are almost completely unimpeded</li></ul>
<b>C</b> 	<ul style="list-style-type: none"><li>• Flow with speeds at or near free flow</li><li>• Freedom to maneuver is noticeably restricted, and lane changes require more care and vigilance</li></ul>
<b>D</b> 	<ul style="list-style-type: none"><li>• Speeds decline with increasing flows</li><li>• Freedom to maneuver is limited</li><li>• Reduced physical / psychological comfort levels</li></ul>



# TRAFFIC MODEL RESULTS

## Level of Service

## Description

E



- Operations at capacity — the highest density value
- No usable gaps in traffic stream.
- No ability to dissipate minor traffic disruptions

F

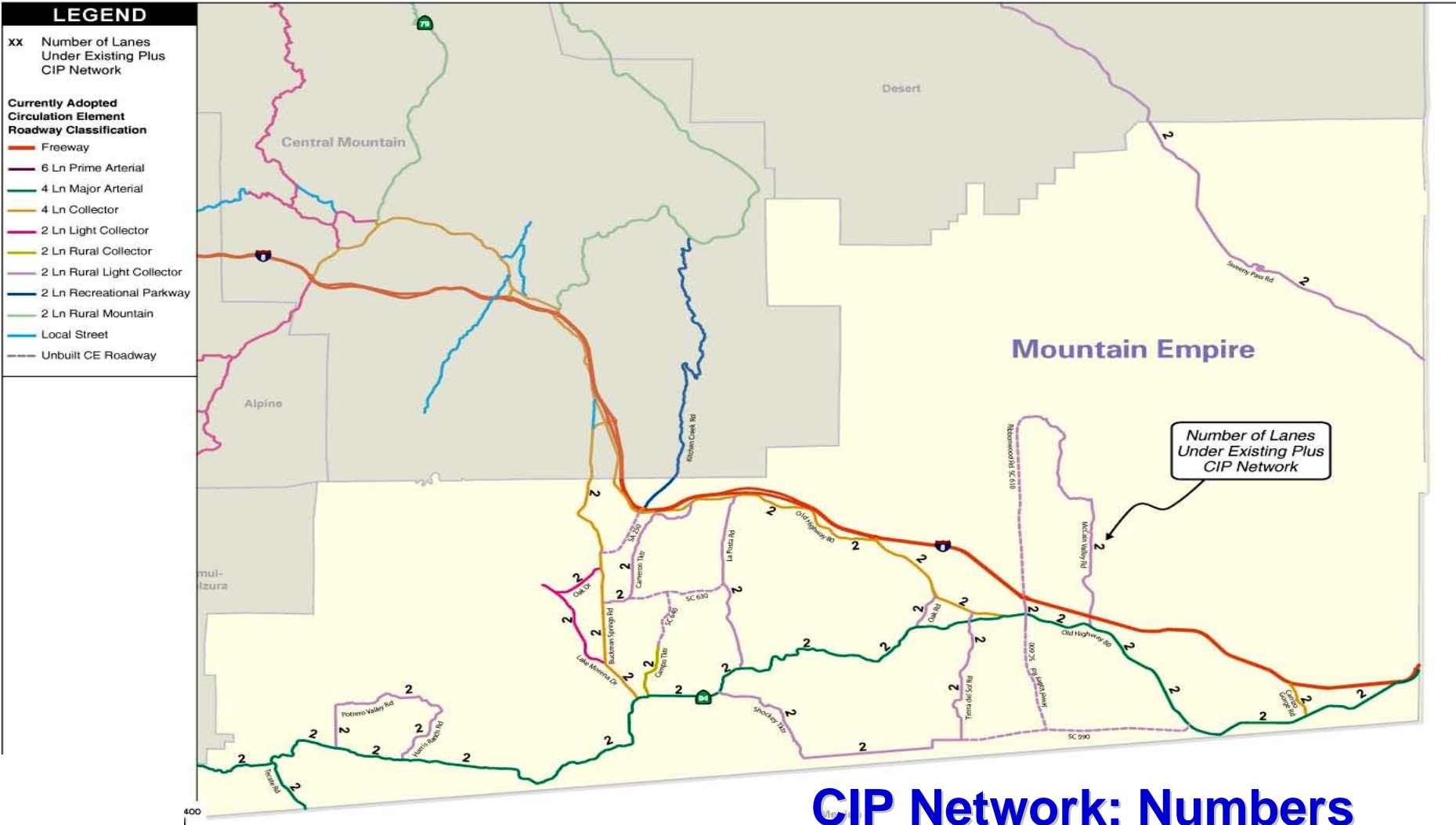


- Breakdowns in vehicular flow, with queues forming behind breakdown points
- Primary causes: traffic incidents, merges, and lane drops

## The logo for the County of San Diego General Plan 2020. It features a stylized red and white graphic on the left, resembling a compass needle or a stylized 'S'. To the right of this graphic is a large red triangle pointing to the right, with the text "GENERAL PLAN" and "2020" in white, bold, sans-serif font. Below the triangle, the text "COUNTY OF SAN DIEGO" is written in a smaller, red, sans-serif font.



# EXISTING ROAD NETWORK



**CIP Network: Numbers**  
**CE Network: Color Coded**



# EXISTING ROAD NETWORK

Alpine Sample: Road Segment		Classification	Existing Conditions
	<b>Alpine Boulevard</b> Tavern to West Victoria	<b>Collector</b> 4 Lanes	<b>2 Lanes</b> Continuous left turn lane
	<b>Alpine Boulevard</b> West Victoria to South Grade	<b>Collector</b> 4 Lanes	<b>2 Lanes</b> <ul style="list-style-type: none"><li>• Continuous left turn lane</li><li>• 4-ft Shoulder</li></ul>
	<b>Alpine Boulevard</b> I-8/Dunbar Lane interchange to Arnold Way	<b>Major</b> 4 Lanes + Median	<b>2 Lanes</b> <ul style="list-style-type: none"><li>• Continuous left turn lane</li><li>• 4-ft Shoulder</li></ul>
	<b>Arnold Way</b> Tavern to Alpine Blvd	<b>Collector</b> 4 Lanes	<b>2 Lanes</b> <ul style="list-style-type: none"><li>• Intermittent parking lane</li><li>• 4-ft Shoulder</li></ul>



# ROAD NETWORK “TOOL BOX”



- **Existing & Proposed CE Road Classifications** — Under review by DPLU, DPW and Steering Committee
- **Community preferences will be identified later** — Road classifications, regional bike & trail networks



**GOAL:**

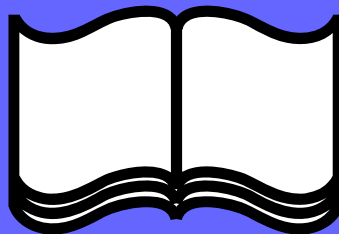
***Appropriate tools for different locations***

# MAPPING CRITERIA

## ***ADDRESS:***

- Road capacity (LOS D or better)
- Road design / connectivity
- Environmental impacts
- Appropriate location (function, land use, community character)
- Community consensus

***SEE HANDOUT***



# COMMUNITY PREFERENCES



**Established earlier in GP2020 process.**

***Alpine example:***

- **Change Alpine Blvd to Town Collector (three lanes to preserve trees –Tavern to South Grade)**
- **Change Tavern Road to Town Collector**
- **Change Arnold Way**
- **Extend Alpine Heights Blvd. to Harbison Canyon Road as Secondary Access**

# ROAD NETWORK PLANNING

## NEXT STEPS





# COMMUNITY WORKSHOPS

- Opportunity to Revise Priorities
- Address Capacity Issues
- Road Network Alternatives
- Community Input/Preferences



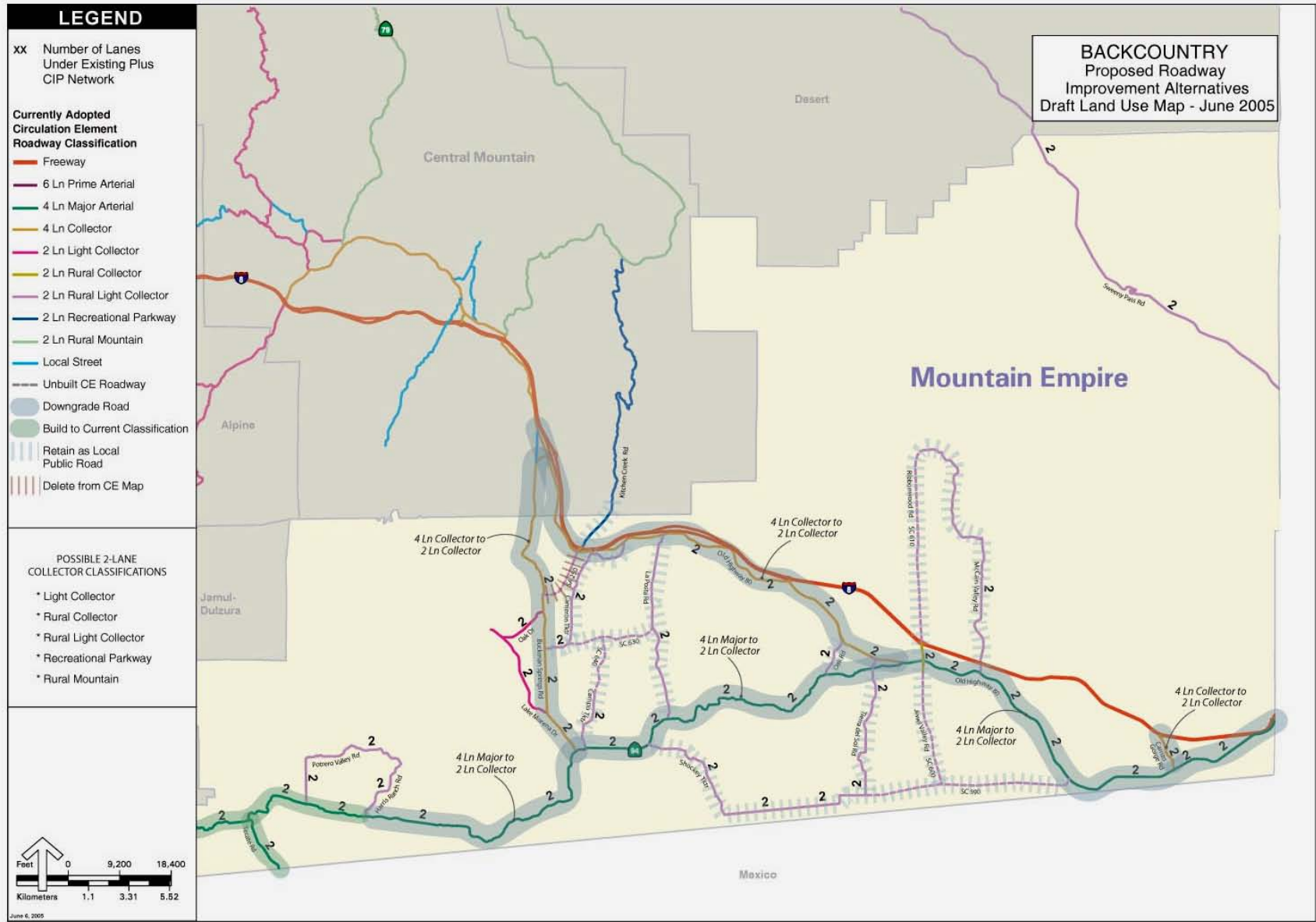
# MAPPING OPTIONS

- **Expand Capacity**
- **Construct New Roads**
- **Reduce Future Capacity**
- **Remove Roads from CE Network**

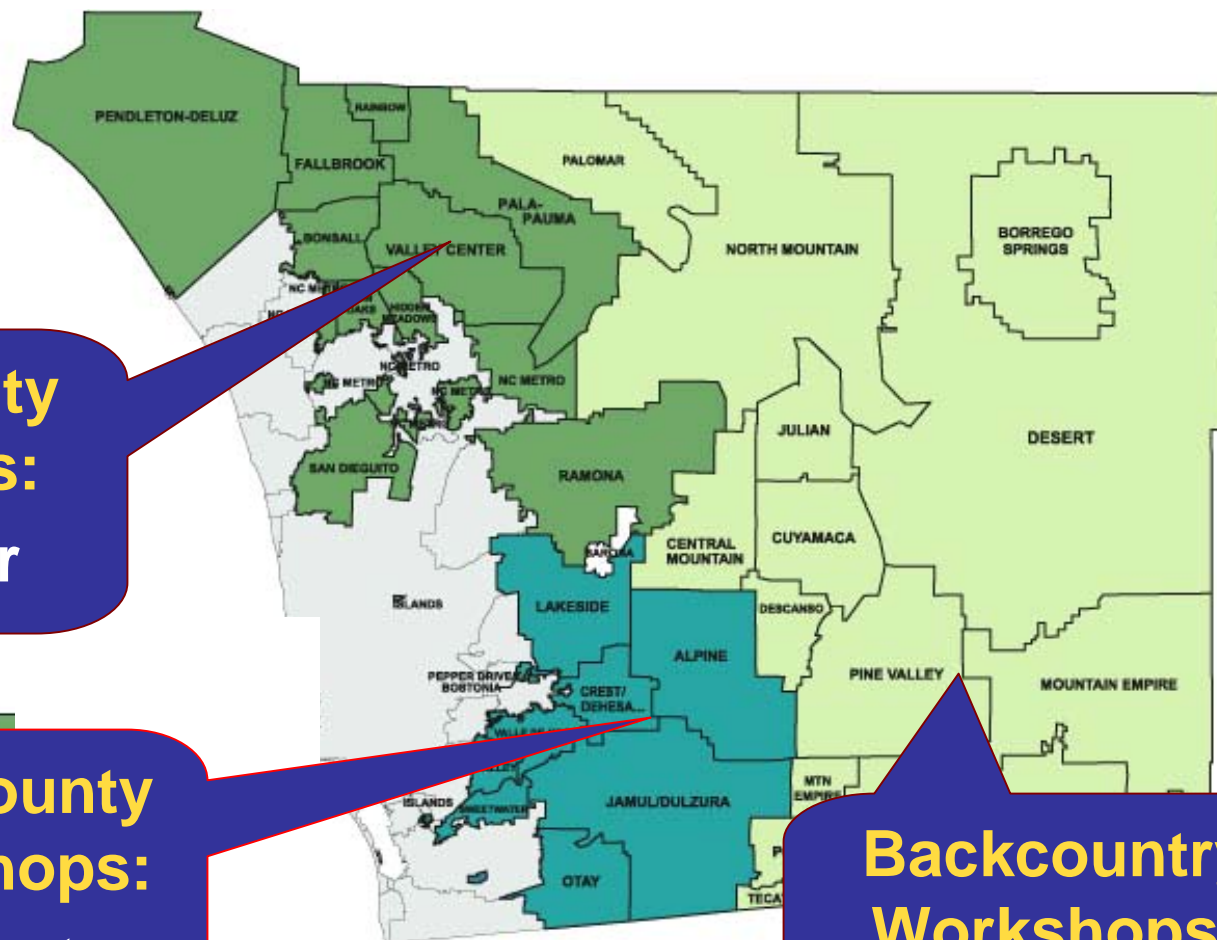
*In certain circumstances:*

- **Reduce Land Use Intensity**
- **Accept Lower LOS**

# MAPPING OPTIONS



# COMMUNITY WORKSHOPS



**North County  
Workshops:**  
September

**East County  
Workshops:**  
August

**Backcountry  
Workshops:**  
Ongoing

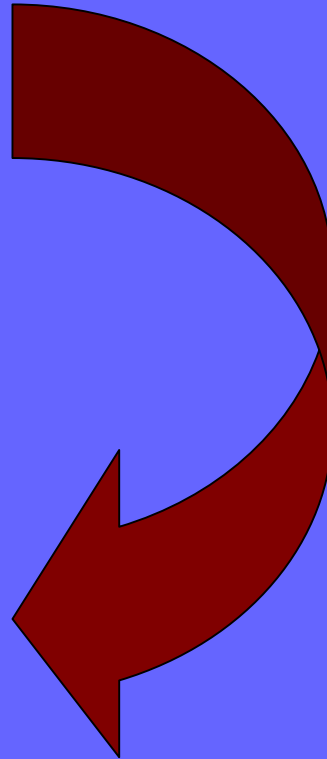


# COMMUNITY WORKSHOPS



## PHASE 1

**Community  
Meetings and  
Workshops**



**Develop and  
TEST  
Alternatives  
with  
Calibrated  
Model**

# AVAILABLE INFORMATION



## Handouts:

- ✓ Mapping Criteria
- ✓ Draft “Toolbox”  
for CE Roads

## Sample Maps:

- ✓ CE and CIP  
Networks
- ✓ Traffic Model  
Forecasts (LOS  
Maps)